

Appl. No. : 10/829,631
Filed : April 22, 2004

AMENDMENTS TO THE SPECIFICATION

On line 2 of paragraph 0001, please replace "October7, 2002" with --October 7, 2002--.

On line 2 of paragraph 0001, please insert the following in front of "which": --now U.S. Patent No. 6,820,669, issued November 23, 2004,--.

On line 2 of paragraph 0039, please replace "face 62" with --face 64--.

Please replace Paragraph 49 with the following amended paragraph:

[0049] In the illustrated embodiment, the outer radial location of the wheel protector 102 (i.e., the distance from the inner diameter d_i of the tire to the diameter d_p of the wheel protector 102) is about the same or slightly greater than the 2-1/2-inch-wide outer flange 66 of the wheel 60. As previously explained, those of skill in the art will appreciate after reading this disclosure that the outer flange 66 may have many other widths, including 1 inch, 1-1/2 inches, 2 inches, or 2-1/2 inches. Thus, the outer radial location of the wheel protector 102 would also have corresponding sizes of about 1 inch, 1-1/2 inches, 2 inches, or 2-1/2 inches to approximately match the size of the outer flange 66. The region between the inner diameter d_i of the tire wall 92 and the diameter d_L of the ledge 108 is the flange seat 109. The width W_{fs} of the flange seat 109 is preferably at least about one-quarter of the width of the outboard tire wall 92 (as measured along the tire wall 92 from the inner diameter d_i to the outer tire diameter d_t where the tread 98 begins) and can, for example, be 1 inch, 1-1/2 inches, 2 inches, or 2-1/2 inches. As illustrated and described above, the outer radial location of the wheel protector 102 can be slightly greater than the width of the outer flange 66 because the distance from the inner diameter d_i of the tire to the diameter d_p of the wheel protector 102 includes the width W_{fs} of the flange seat 109 plus the width of the wheel protector 102 (i.e., the radial distance between d_L and d_p). More preferably, the width W_{fs} of the flange seat 108 is at least about one-third, and most preferably at least about one-half, of the width of the outboard tire wall 92. Many other sizes within and beyond these ranges and examples are encompassed by the present invention. If the flange seat 109 and outer flange 66 do not extend radially far enough, the desired simulation is less effective. If they extend too far, the vehicle to which the mounted wheel is attached would undesirably appear to be riding on its wheels with little or no tire visible.